

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i> ON PECHANGA PKWY FROM SR79S TO PECHANGA ROAD – WIDEN FROM 2 TO 6 LANES & INCLUDE CURB, GUTTER, SIDEWALK, SOUND WALL & STORM DRAIN FACILITY IMPROVEMENTS.					RTIP ID#: RIV991210				
Type of project <i>see list below</i> New regionally significant street.									
County: Riverside			Narrative Location/Route & Post Miles: 2.7 miles of Pechanga Parkway location from Route 79 South to Pechanga Road, City of Temecula, Riverside County, California Caltrans Projects – EA#: 08-924732						
Lead Agency: City of Temecula									
Contact Person Steven Beswick			Phone# (951) 694-6411		Fax# (951) 693-3929		Email Steven.Beswick@cityoftemecula.org		
Decision Desired <i>Check appropriate box below</i>									
PM2.5		<input type="checkbox"/>		MAYBE Project of Air Quality Concern		X		NOT Project of Air Quality Concern	
PM10		<input type="checkbox"/>		MAYBE Project of Air Quality Concern		X		NOT Project of Air Quality Concern	
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>									
X	CE	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>	PS&E or Construction	<input type="checkbox"/>	Other
Scheduled Date of Federal Action: 2006									
Current Programming Dates <i>as appropriate</i>									
		PE/Environmental		ENG		ROW		CON	
Start		May 2002		May 2002		June 2006		July 2006	
End		June 2006		June 2006		July 2006		May 2007	
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> The purpose of the Phase II Improvements to Pechanga Parkway is to widen Pechanga Parkway from State Route 79 south to Pechanga Road in the City of Temecula. The project involves widening Pechanga Parkway from two to six lanes and includes curb, gutter, sidewalk, sound wall, and storm drain facility improvements. The need for the improvements is to alleviate traffic congestion along Pechanga Parkway between SR-79 and Pechanga Road.									
Surrounding Land Use/Traffic Generators: (especially effect on diesel traffic) The project is surrounded by residential development and a casino. The proposed improvements will improve local circulation and access to predominantly residential areas in the City. Without implementation of the proposed improvements, four intersections are forecast to operate at deficient LOS levels, according to Caltrans acceptable performance criteria of LOS E or better. With the improvements, the LOS is improved at all intersections to LOS E or better. The project will not increase the number of diesel vehicles (current volume of heavy truck traffic is 4.81% under existing year/ 2005 conditions) because land uses surrounding the project and south of the project are primarily residential. In addition, Pechanga Parkway is not designated as a truck route. Based upon the information provided above, the project is not expected to increase the amount of diesel truck traffic and is not considered a project of significant concern per the definition contained within 40 CFR 93.123(b)(1). Thus, a less than significant impact with respect to PM _{2.5} and PM ₁₀ would occur.									

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)

Opening year average annual daily trips along Pechanga Parkway is shown in Table 1. The annual average daily trips (AADT) were obtained from the City of Temecula website that shows existing traffic volumes along roadway segment throughout the City.

Table 1
Opening Year Traffic Volumes

Roadway Segment*	AADT	Level Of Service		Percent Trucks		Truck AADT
		Build	No Build	Medium	Heavy	
SR-79 to Rainbow Canyon	36,700	A	D	6.32	4.81	4,085
Rainbow Canyon to Loma Linda Road	30,000	A	E	6.32	4.81	3,339
Loma Linda Road to Wolf Valley Road	23,300	A	C	6.32	4.81	2,593
Wolf Valley Road to Pechanga Casino Drive	22,890	A	C	6.32	4.81	2,548
South of Pechanga Casino Drive	8,739	A	A	6.32	4.81	973

*Urban Arterial (UA) 6 lanes: LOS E – 62,000

Arterial (A) 4 lanes: LOS E – 42,000

Secondary (S) 4 lanes: LOS E – 31,000

Principal Collector (PC): LOS E – 16,000

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)

The RTP Horizon Year average annual daily trips along Pechanga Parkway is shown in Table 2. The annual average daily trips (AADT) were obtained from the Traffic Report prepared for Pechanga Parkway by Austin-Foust Associates, Inc. on July 20, 2005. As shown in Table 2, there are three roadway segments along Pechanga Parkway that will operate at LOS E or worse; however, the level of service for each of these segments would improve to LOS D or better with the future extension of Pechanga Parkway to I-15. However, this future extension is not assumed in the AADT's that are shown below.

Table 2
RTP Horizon Year Traffic Volumes

Roadway Segment*	AADT	Level Of Service		Percent Trucks		Truck AADT
		Build	No Build	Medium	Heavy	
SR-79 to Rainbow Canyon	78,000	F	F	6.32	4.81	8,681
Rainbow Canyon to Loma Linda Road	70,000	F	F	6.32	4.81	7,791
Loma Linda Road to Wolf Valley Road	55,000	D	F	6.32	4.81	6,121
Wolf Valley Road to Pechanga Casino Drive	41,000	E	F	6.32	4.81	4,563
South of Pechanga Casino Drive	23,000	A	F	6.32	4.81	2,560

*Urban Arterial (UA) 6 lanes: LOS E – 62,000

Arterial (A) 4 lanes: LOS E – 42,000

Secondary (S) 4 lanes: LOS E – 31,000

Principal Collector (PC): LOS E – 16,000

If facility is interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year): Not applicable because the facility is a roadway segment.

If facility is interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year): Not applicable because the facility is a roadway segment.

Describe potential traffic redistribution effects of congestion relief

Some traffic delays can be expected during construction of the project. However, the traffic impacts during construction are only temporary in nature and will cease upon completion of construction activities. A Traffic Management Plan (TMP) would be developed and incorporated as part of the project design prior to the onset of construction to minimize disruption to the existing traffic flow conditions. All potentially affected agencies would be notified of the proposed project, and their input incorporated into the TMP.

Conformity determinations require the analysis of direct and indirect emissions associated with the proposed project and compare them to the with and without project condition. If the total of direct and indirect emissions from the project reaches or exceeds regionally significant thresholds, the Lead Agency must perform a conformity determination to demonstrate the positive conformity of the federal action.

Implementation of the proposed project would not result in a redistribution of traffic because the future year 2030 traffic volumes are projected to be the same without and with the project. The project is included in the Southern California Association of Governments (SCAG) 2004 Regional Transportation Plan (RTIP). According to the RTIP, the project is referenced as project RIV991210 and has funding allocated.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

TYPE OF PROJECT:

New state highway; Change to existing state highway

New regionally significant street; Change to existing regionally significant street

New interchange; Reconfigure existing interchange

Intersection channelization

Intersection signalization

Roadway realignment

Bus, rail, or inter-modal facility/terminal/transfer point

Truck weight/inspection station

At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:**Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} hot spots**

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*